

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 30.10

(ESTABLISHED 1881.)

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November 25, 1913, Temperature a.m. 68, p.m. 73; Humidity...77, 56.

November 25, 1912, Temperature a.m. 65, p.m. 68; Humidity...70, 58.

9,258 晚九廿月十年丑癸 WEDNESDAY, NOVEMBER 26, 1913. 叁拜禮 號六廿月一十英港香 \$36 PER ANNUM SINGLE COPY 10 CENTS.

TELEGRAMS.

THE AFRICAN TROUBLE.

CONFLICT WITH POLICE.

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 26
Reuter's correspondent at Durban wires that a number of Indians broke out at Esperanza, on the south coast of Natal, and came into collision with the police.
Three Indians were killed and 20 wounded.

Exchange of Views.

Reuter is informed that an exchange of views is in progress between the Indian and Colonial Offices, and the latter is communicating with the Union Government regarding the Viceroy's memorandum.

The Right Hon. Mr. Botha's pronouncement is viewed in official circles as sound and fair, and much is hoped from Mr. Smuts' mission to Natal. The situation, however, is regarded as full of difficulties, and not one for Imperial interference. The real need is the exercise of moderation, more especially as both sides, from their own point of view, are right.

It is pointed out that the Right Hon. Mr. Fischer, Minister of Lands, saw Lord Crewe and Mr. Harcourt on the subject. Moreover, it is stated publicly that a *modus vivendi* is possible if the Indians are moderate. Therefore it is felt that while it is just that the grievances of Indians should be admitted, it is not to their interest to raise fresh grievances or to keep changing their ground. On the other hand, a declaration from the Indian side, says South Africa promised an amendment of the law, which was not carried out, and this has given Indians an excuse to strike which would otherwise be wanting. Mr. Fischer, when in London, emphasised to the Imperial Government that the suggestion of an Indian enquiry would be interfering with internal affairs and thus would not be welcome.

INDIAN VICEROYALTY.

LORD KITCHENER MENTIONED.

London, Received Nov. 26
The Times, discussing the Viceroyalty of India, says Lord Hardinge's official career was never intended to end with the occupancy of that position, and it is generally believed that in due course he will return to the Diplomatic Service, probably as Ambassador to Paris. Circumstances may necessitate his doing so considerably earlier than the end of 1915.

There is a general agreement, says the journal, that should Lord Kitchener again become a candidate for the Viceroyalty, the post would not again be given to another.

THE TERRITORIALS.

POPULARISING THE FORCE.

London, Received Nov. 26.
Mr. Asquith is to receive a deputation from the Council of the Territorial Army to-morrow.

It is announced that a scheme will be submitted in order to popularise the Force, this including bonuses and concessions to officers and men, preference for Government posts; and also that employers be allowed £20 free of Income Tax for each Territorial in their employment.

TELEGRAMS.

THE IMPERIAL IDEA.

WHAT IS NEEDED.

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 25.

The Standard comments on the present unsatisfactory nature of the relation in which different portions of the Empire stand to one another and in relation to foreign States. India, it points out, has even less power to claim justice in South Africa than a foreign State. The latter might employ reprisals and hostile measures, from which a British Dominion or Dependency is barred. Nobody wants to precipitate the creation of that Federal Constitution for which the Dominions are not yet ready, but some kind of Federal organ or tribunal of supreme appeal in political as well as legal matters seems to be required if the component populations of the Empire are to enjoy the benefits of the Imperial connection.

The Cabinet Decision.
The Daily Telegraph states that at a meeting yesterday the Cabinet decided the course of action to be taken in regard to the Indian problem in South Africa.

The Times' Views.
The Times says the recent harshness in the administration of the Immigration Act is due to the exigencies of party politics, and it is to be hoped that Hon. Mr. Smuts, Minister of Finance and Defence will now do his best as a Minister of the Empire to repair the damage done. The least he can do is to initiate a searching enquiry as to the effect and administration of the Act of 1913, and he will do well if he asks the co-operation of the Indian Government and submits the action of his own Department to the fullest investigation by an impartial tribunal containing at least one member fully conversant with the conditions in India.

ESPIONAGE CHARGE.

ACCUSED EXPELLED FROM SWITZERLAND.

London, Received Nov. 26.
Reuter's correspondent at Berne states that the Government has ordered the expulsion of Captain Languier who was recently arrested on a charge of espionage. His alleged accomplices, Menozzi and Rosette, have also been similarly dealt with.

[A message received on the 18th inst. stated:—A French officer, Captain Languier, attached to the French Ministry of War, has been arrested at Geneva and charged with espionage on behalf of France to the detriment of Switzerland, Italy and Germany. A later message stated that the affair is connected with the recent arrest in Rome of a man named Menozzi and an Italian cavalry sergeant, who are alleged to have been acting on behalf of an International Espionage Bureau with headquarters at Geneva.]

SIR J. M. F. FULLER.

RESIGNS VICTORIA GOVERNORSHIP.

London, Received Nov. 25
Sir John M. Fleetwood Fuller, K.C.M.G., Governor of the State of Victoria since May, 1911, has resigned on account of ill-health.

[Prior to going to Australia, Sir John Fuller sat in Parliament as a Liberal for the Westbury Division of Wiltshire, and in 1906 was a Junior Lord of the Treasury. He is 49 years of age.]

TELEGRAMS.

THE SUGAR MARKET.

REBATE TO ENGLISH BUYERS

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 26.

Four large Continental sugar producers offer a rebate of 1½d. per cwt. to English buyers. The scheme is at present the topic of the market, but the opinion is expressed that sugar is cheap enough without artificial aids, and the scheme is unlikely to be adopted.

INDIAN SPECIE BANK.

WINDING-UP PETITION DISMISSED.

London, Received Nov. 26.

Reuter's Bombay correspondent states that the petition for the winding-up of the Indian Specie Bank has been dismissed. The Judge congratulated the Manager upon the unanimous confidence shown in him by the Directors and shareholders.

THE VICTOR OF MANILA.

Admiral Dewey's Notable Career.

Reviewing the "Autobiography of George Dewey, Admiral of the Navy," the New York Evening Post says:—

A trifle under three-fifths of Admiral Dewey's story of his life is taken up with that part of it which preceded his assignment to the command of the Asiatic Squadron; two-fifths is devoted to the momentous twelve months at Manila, and a few pages suffice for the narrative "Since Manila." These are the right proportions. Dewey's career holds much of interest before even he thought of the possibility of our being concerned with the Philippines, though the idea was in his mind long before it had entered that of many of his countrymen.

In 1873, the news of the Virginia affair reached Commander Dewey in the Gulf of California. Going into the wardrobe of his vessel, the Narragansett, he found the officers in various attitudes of despondency. In reply to his inquiry, they said that there was to be war with Spain, and, marooned thousands of miles from home, they should be entirely cut off. "On the contrary, we shall be very much in it," he assured them. "If war with Spain is declared, the Narragansett will take Manila." Fate had evidently destined him for the need which he was to perform a quarter of a century later. But it was necessary for the Assistant Secretary of the Navy to lend him a hand. In the summer and autumn of 1897, the Navy Department was inclining towards the command of the Asiatic Squadron, and political influence also was exerted in his behalf. "I want you to go," Mr. Roosevelt declared to Dewey one day. "You are the man who will be equal to the emergency if one arises. Do you know any Senators?" Dewey had made it a rule never to seek to bring political influence to bear upon the Department. But in answer to this question, he said that Senator Proctor, from his own State of Vermont, was an old friend of the family. "You could not have a better sponsor," Mr. Roosevelt exclaimed. "Lose no time in having him speak a word for you." But the Department had its revenge. Not until after the battle of Manila Bay was Dewey raised to the rank of acting rear-admiral, which for years had been conferred as a matter of course

TELEGRAMS.

AVIATION FATALITY.

HIGH FLIER KILLED.

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 26.

M. Porreyon, the world's highest flier, while testing a new monoplane at the aerodrome at Buc, fell fifty feet and was killed, being crushed by the engine.

FRENCH STRIKE.

MEN RESUME NO WORK.

London, Received Nov. 26.

The French strike of coal miners has crumbled, and resumption of work is now almost general.

upon every commodore ordered to command the Asiatic Squadron. One of Dewey's friends offered him the consolation that the only one of his predecessors who had won a great name by action in the Far East also had held his rank. This was Commodore Perry.

When Dewey went to Annapolis as a midshipman, the Academy was only nine years old. The dormitories were merely the barracks which had housed the artillerymen stationed at old Fort Mifflin. Most of the instructors were civilians. But the course of study was rigorous. Of the sixty who entered with the future admiral in the autumn of 1854, twenty-three fell by the way the first year, and only fifteen received diplomas. At the end of that first year, Dewey ranked twenty-third in a class of thirty-five. The next year, he was ninth in a class of twenty-six; and when he graduated, he stood fifth among fifteen. "There was a saying in the sixties," he writes, "that the men of 1840 in our navy would have been more at home in the ships of Drake's fleet or in those of Spain's invincible armada than in the ironclads of the Civil War." He was to see his first service in the Civil War in an antiquated vessel, the side-wheeler Mississippi, Commodore Perry's flagship when he "opened up" Japan. In 1862, at the age of twenty-four, Dewey became her executive officer. During this period, his youth was continually in his way, men of his rank but of more years being preferred for responsible positions. Nevertheless, the record shows him to have been an officer of nerve and intelligence. His account of the battle of New Orleans reveals Farragut as the indomitable figure which history has painted him. Dewey's narrowest escape was a year or so later, on the Monitor, when an exploding shell from a field battery mortally wounded a fellow-officer by his side.

One naturally turns, with keen interest to the pages in which Vice-Admiral von Diederichs is mentioned. Dewey does not conceal the anxiety he felt over the presence in Manila Bay of a powerful squadron whose commander seemed determined to ignore the laws and customs usually observed during a blockade. But his displeasure is never suffered to get the upper hand. He is as urbane in recounting the trying experience as he was in undergoing it. It is an interesting story that Admiral Dewey has to tell, and an important one. He was ready for Manila because, instead of settling down to the routine which contented many officers in the days of our old navy, he was continually observing the progress of other nations.

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TELEGRAMS.

AUSTRALIAN STRIKE.

LINERS HELD UP.

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 26.

Reuter's correspondent at Sydney says five of the Union Company's steamers are laid up in consequence of the strike of dock hands, in sympathy with the New Zealand strikers. Many emigrants en route to New Zealand, via Brisbane, are stranded there, unable to proceed.

PETROLEUM DISPLACES COAL.

California's Production of Hard Fuel Falling Off.

On account of the large production of petroleum in California and its use for fuel, coal mining has practically ceased in that State, the production in the last two years being only 10,747 tons in 1911 and 10,978 tons in 1912, according to Edward W. Parker, of the United States Geological Survey.

The production of petroleum in California in 1912 was 88,450,767 barrels, of which not less than 50,000,000 barrels was used directly for fuel. Large quantities of oil are also used in place of coal for gas making, and on the estimate that 3½ barrels of petroleum is equivalent to one ton of ordinary bituminous coal, it is probable that from 1,400,000 to 1,500,000 tons of coal would be required to perform in California the service now rendered by petroleum in the production of heat, light, and power. California oil is the principal fuel for locomotives, as far north as Washington and across the Sierra and Cascade Range, its freedom from sparks serving as a great protection against forest fires, as compared with coal or wood fuel. It is used almost exclusively on inland and coastwise steamers, and to an increasing extent by the trans-Pacific steamers. It has even displaced coal on Puget Sound, many of the steamers of the Canada Pacific fleet plying between Vancouver, Victoria, and other points having been equipped for oil burning. There is still, however, some demand for coal in California, particularly for domestic use and for tanker trade at San Francisco, but it is almost exclusively supplied by coals from other States and from abroad.

There are, however, in California a number of small, widely separated coal fields, chief among which are the Mount Diablo field of Contra Costa County, the Corral Hollow field of Alameda County, the Priest Valley and Trafton fields of San Benito County, and the Stone Canyon field of Monterey County. The first two, which are on the eastern border of San Francisco Bay, and consequently in the west-central part of the State, produce black lignite or subbituminous coal. The coals in Monterey County are of the same geologic age as those farther north, but they have been altered into true bituminous coals.

Railway Service.

A remarkable record of service has been set up by Mr. Charles Bressford, who has just left the Festing Narrow Gauge Railway after being 50 years in the employment of the company. The length of service is itself not unusual, but the Festing Railway is one of the few narrow gauge lines in the country, and is often referred to as a "toy railway." Since 1863, Mr. Bressford has been a guard, having been employed in that capacity on the first passenger train to run on the line.

TELEGRAMS.

"GENERAL" BOOTH.

RECONCILED TO BROTHER.

Reuter's
(Service to the "Telegraph.")
London, Received Nov. 25.

Reuter's New York correspondent reports that after an estrangement lasting seventeen years, "General" Bramwell Booth, head of the Salvation Army, met his brother, Ballington Booth, as guests at the house of a mutual clerical friend.

PORTUGUESE COLONIES.

NO ANGLO-GERMAN AGREEMENT.

London, Received Nov. 26.

Reuter's correspondent at Lisbon reports that the Foreign Minister, in the course of a public lecture, formally denied the recurring rumours of an Anglo-German agreement in connection with intervention in the Portuguese Colonies.

A large and distinguished audience applauded the announcement greatly.

THE CAIRO VISIT.

A BRILLIANT BALL.

London, Received Nov. 26.

Reuter's correspondent at Cairo states that the ball given by Lord Kitchener, His Majesty's Agent and Consul General in Egypt, in honour of the visiting British naval officers, was a splendid affair.

The whole entertainment was a great success.

SLOOP DISABLED.

London, Received Nov. 26.

Reuter's correspondent at Vancouver states that the sloop Algerine, which was recently ordered to proceed to the west coast of Mexico, has returned, having lost her propeller.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The French strike has crumbled, and the men are resuming.

The petition for the winding-up of the Indian Specie Bank has been dismissed.

Mr. Porreyon, the world's highest flier, has been killed while monoplaneing at Buc.

Sir J. M. F. Fuller, Governor of Victoria State, Australia, has retired through ill-health.

Lord Kitchener has given a brilliant ball at Cairo in honour of the visiting naval officers.

The Times comments on the harshness of the administration of the South African Immigration Act.

Four large Continental sugar producers offer a rebate of three-halfpence a cwt. to English buyers.

TELEGRAMS.

CONDENSED.

Some features of a proposed new scheme to popularise the Territorial Force are given in a telegram.

There has been a collision between Indians and police in Natal, three of the former being killed and 20 wounded.

In connection with a possible change in the Viceroyalty of India, Lord Kitchener's name is mentioned by the Times.

The Daily Telegraph announces that a Cabinet meeting has decided upon a course of action with regard to the Indians in South Africa.

After an estrangement of seventeen years "General" Bramwell Booth of the Salvation Army has met his brother Mr. Ballington Booth.

The Swiss Government has ordered the expulsion of the French Captain Languier, charged with espionage, and his alleged accomplices.

The Standard comments on the unsatisfactoriness of the different portions of the Empire standing to one another in the relation of foreign states.

The Portuguese Foreign Minister denies the rumours of an Anglo-German agreement in connection with intervention in the Portuguese Colonies.

NEWS.

General News and Service Matters will be found on page 3 to-day.

The bank note case was continued at the Criminal Sessions to-day.

Log Book will be found on 6 and commercial news on page 9 to-day.

An interesting account of the attack on Dr. Reisch appears on page 3.

A report of the concluding stages of the Sultzer trial appears in this page.

Some observations on Japanese characteristics, by Dr. Eliot of Harvard, are given to-day.

The Yamato Ferry was sunk in collision with a Japanese boat this morning and several people were drowned.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

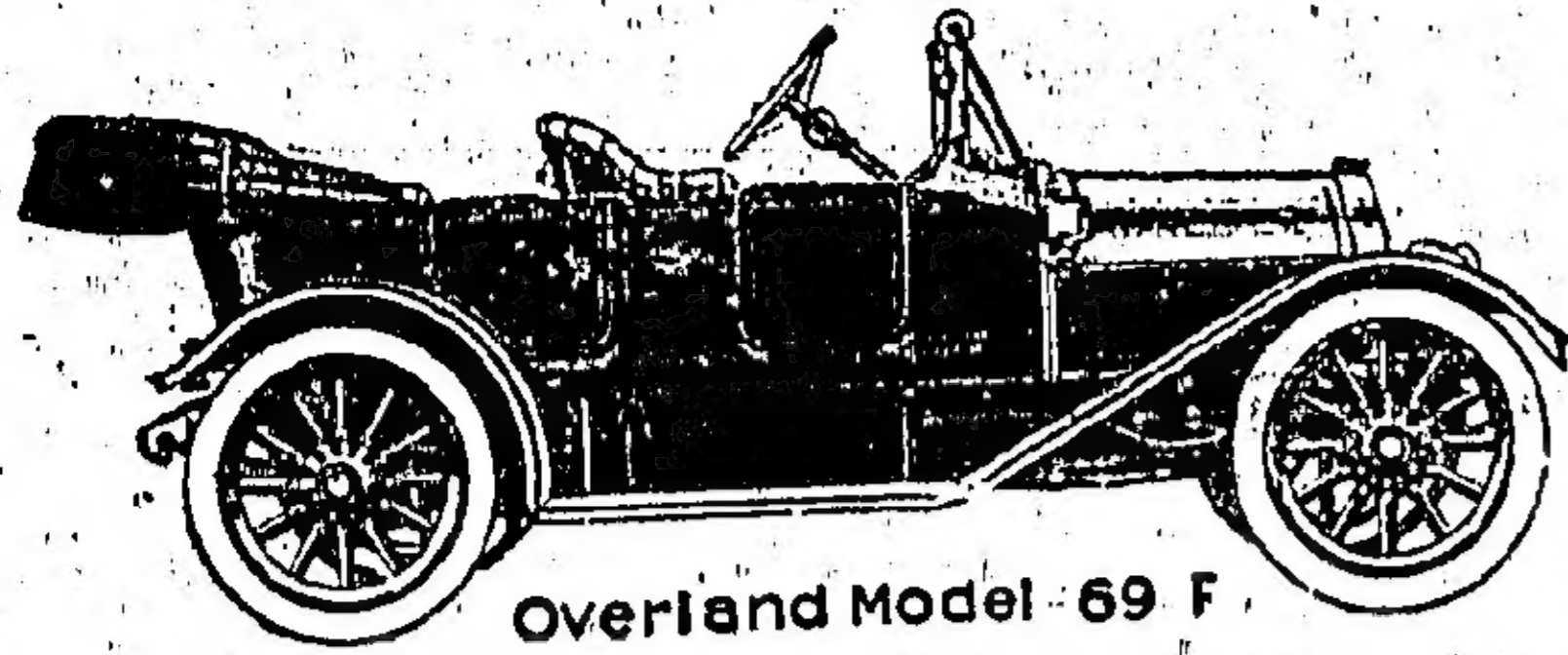
Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
Opening of St. Andrew's Church Hall, 5 p.m.
Sale of Household furniture by Mr. G. P. Lammert, Sales Rooms—11 a.m.

Friday, November 28.
Auction sale at Highlands, Kimberley Road, Kowloon. Mr. G. P. Lammert.—10.30 a.m.
Auction Sale, Blackwood etc. G. P. Lammert.—Top floor 14, Des Voeux Road 2.30 p.m.
St. Andrew's Ball, City Hall.—9 p.m.

Monday, December 1.
Crown Land Auction P.W.D.—3 p.m.
Tuesday, December 2.
Sale of Postage Stamps, G. P. Lammert's Sales Rooms.—5 p.m.

Notices

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.
Hongkong, 29th Jan., 1912.

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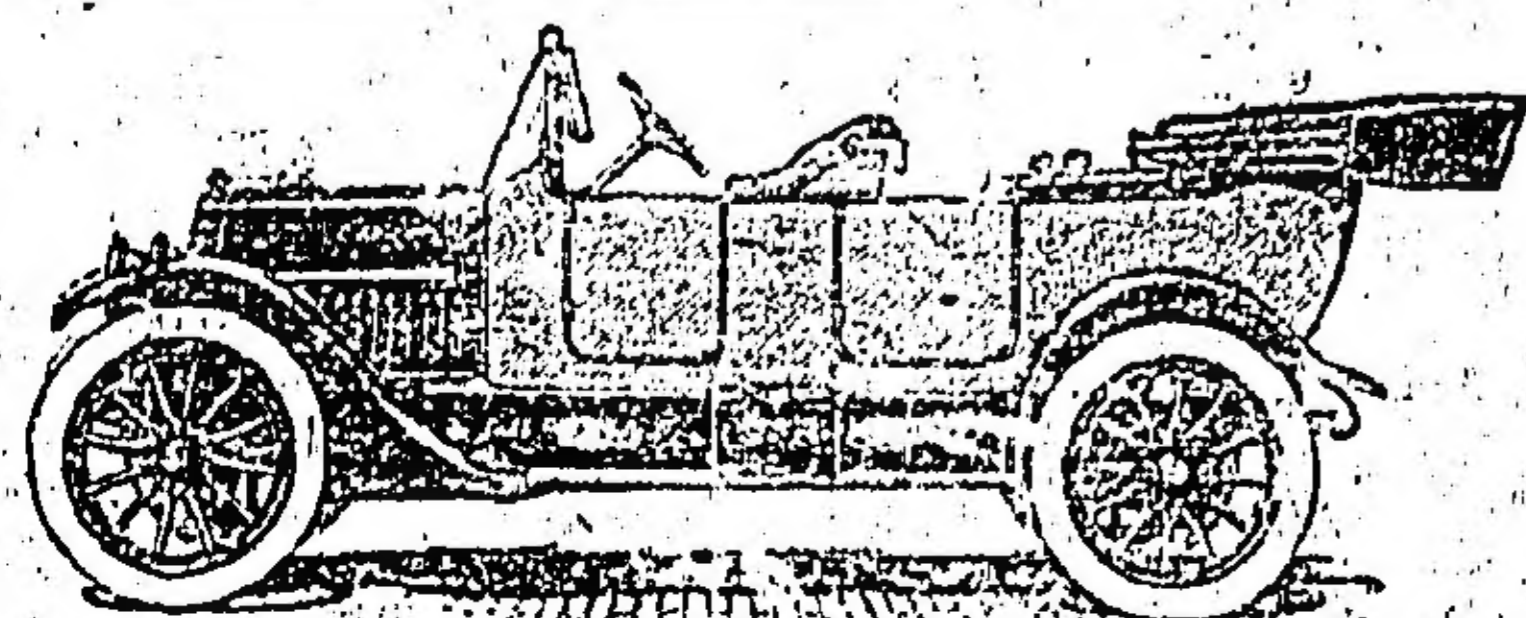
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Hongkong, 16th August, 1901



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Manager.

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**OUR CONTEMPORARIES.**

Daily Press

Chinese Loan Prospects.

Very contradictory statements have come from Peking during the past week with regard to the prospects of another loan. We have, on the one hand, Mr. Hsiung Hsi-Ling Prime Minister and Minister of Finance, in a lengthy statement on the financial position "drawn up for presentation to Parliament," saying that he does not intend to contract another foreign loan for administrative purposes, if it can be avoided, while, on the other hand, we have one of the correspondents reporting, two days previously, that the Bankers of the Consortium will meet the Premier in the course of a few days with the object of endeavouring to discover a basis of negotiation in the loan question. It is open secret, in fact, that the Chinese Government is desirous of obtaining a further large loan. It is, at least, patent that the Government is in urgent need of money, and the Premier himself, in the statement he has prepared for submission to Parliament, frankly states that the Government considers that China will engage in "a life and death struggle during the coming year, which is China's last opportunity for reform." We take it that the Prime Minister means by this that if the efforts which are being made to reorganise the financial administration of the country are not speedily successful a Foreign Debt Commission will be the inevitable result.

South China Morning Post.

Liberal Religions.

A commendable movement is afoot to establish greater unity of purpose and closer understanding among the different religions of the world and Tokio has been selected as centre for a world's congress of representative religionists to be held there in 1915. It is distinctly appropriate that such a conference should meet in Japan, where Shintoism, Buddhism and Christianity flourish as the green bay leaf, side by side, and constitute the three great religions of the people and where in recent years quite a revival of religious fervour has been noted. The holding of a world's congress in Japan is something new. Never before in its history has it attracted attention as a gathering place for representative men of various nationalities interested in a particular cause. The idea originated with the Association of Liberal Religions of America, whose representative, Dr. Sanderland, was recently in Japan, and it has been taken up by Japanese religionists with enthusiasm. It is felt by them that while Japan is now reckoned to be one of the great Powers, she is still, spiritually and ethically, a stranger in the comity of nations.

China Mail.

Is Railway Nationalisation Coming?

The possibility of State purchase of the railways was contemplated in the Railway Act of 1844, when it was laid down that after the expiration of twenty-one years any railway constructed after January 1, 1845, should be liable to be purchased by the State, for a sum equal to twenty-one years' purchase of the average annual divisible profits for the previous three years, provided that these profits shall not equal or exceed 10 per cent. Of the present total mileage all but just 2,000 miles has come into existence since 1845, so that practically the whole railway system is by Act of Parliament open to purchase. An expert estimate places the price to be paid under the provisions of the Act of 1844 at £1,052,000,000. Nationalisation is by no means new to the railway world. A return issued in September last, dealing with the British Colonies and forty-two foreign States, showed that there is a total of 174,017 miles owned by the Governments and 424,232 miles owned by private companies.

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GENERAL NEWS.

Appeal to Book Lovers.

So many Claxons have lately found their way across the Atlantic that it is hoped the Bishop of Oxford's appeal for funds to secure the 1488 English translation of Bonaventure's "Vita Christi" for the Bodleian will be successful. Not only is the volume intrinsically valuable—£1,100 have already been offered by an American buyer—but only three perfect copies are known to be in existence. The volume, which was once in the Ruth Library, is printed in a type which Claxton only used for his other works.

Colonial Administration.

A civil servant of the best type is the fitting description to apply to the late Sir Walter Thomas Wragg. He was for many years in Ceylon, where the office he held included those of Director of Public Instruction and District Judge, and he subsequently became Puisne Judge of the Supreme Court of Natal. While he was in that colony he presided over the Commission on the Indian Immigration Laws, as well as over the Special Judicial Commission which tried the Zulu Chiefs who endeavoured to continue the rebellion in Zululand after the fall of Cetewayu.

Exporting Electricity.

Sweden has established an interesting precedent in "exporting" electricity to Denmark, which finds it advantageous to buy electric current from the larger country owing to the absence of waterfalls. This innovation opens up a remarkable prospect. As engineers are generally agreed on the advantages of generating electric power in bulk and distributing it from large power stations to the actual users, it may be that in the near future districts deficient in minerals but richly endowed with natural water power may be the centres of a new and important industry.

Politics and Business.

Since 1906 Sir Walter Menzies, who died recently, had represented South Lanarkshire in the Radical interest, although he first contested the constituency in 1900. On the death of his father in 1887, the then Mr Menzies became the head of the tube-making business of Menzies and Co., which now forms part of the tube-making combination known as Stewarts and Lloyds. Sir Walter took a very active interest in Scottish political affairs and when Mr Gulland resigned the Secretaryship of the Scottish Radical members, he was unanimously elected to the post.

Derailments.

Lieut.-Col. von Döpp's report on the Chevington derailment, on the North-Eastern Railway, which he attributes to excessive speed over a line that was being re-ballasted, recalls the Board of Trade report on the Witham derailment, on the Great Eastern Railway. Unlike so many other accidents of the kind, this disaster was not due to excessive speed on a curve. It was officially attributed to a loosened rail, a gang of men having been busy renewing some of the lines immediately prior to the accident. But the explanation was not at the time regarded in the railway world as entirely convincing.

"Sole Preoccupation."

His constituents certainly cannot complain of the frankness of Sir Henry Havelock-Allan, the Radical M.P. for the Bishop Auckland Division of Durham, who has announced that he will resign his seat at the next General Election. Sir Henry says that he has other interests in life besides politics, which his executive committee appears to think should be his "sole preoccupation." He disagrees with this view, and has therefore sent in his resignation. Sir Henry has only been in the House of Commons since January, 1910, and has been Parliamentary Private Secretary to the Under-Secretary for India.

THE ATTACK ON DR. REINSCH.

A Storm in a Tea Cup.

Peking, Nov. 11. Not even the greater ones of the earth are exempt from the consequences of mistakes made in the past. The experience of the new American Minister to Peking may be cited as an example of what can happen to a man because of something he long ago said incautiously.

Dr. Reinsch, there is reason to believe, has been the soul of discretion since nominated to the high office into which he has just stepped. But away far back, when he was free to write irresponsibly upon international politics, he had the indiscretion to observe that France was a satellite of Russia. Note how this stroke of unsophisticated observation, made when he was only a simple professor in a country university, recoils upon him after many years.

The Fatal Sentiment.

On his arrival in Shanghai the other day a local newspaper paid the attention to Dr. Reinsch of reproducing many columns of his early works for the delectation of its readers. Unluckily the fatal sentiment above mentioned was included. So far no harm had been done, for Shanghai is so far away from Peking that nobody here takes any notice of what happens there. But the editorial staff of the *Peking Daily News*, keen on typical affairs, republished the greater part of the Shanghai production the day before the American Minister's arrival in Peking. Their manner of putting it before their readers gave the disastrous impression that the views, opinions and sentiments of the Professor Reinsch of long ago had been set forth in the course of an interview with Minister Reinsch, newly arrived on Chinese soil.

In effect, Dr. Reinsch, a new-born diplomatist, at the moment he was about to enter for the first time into relations with Ministers representing the Powers of Europe, was credited with declaring that one first-class Power was merely the satellite of another. He said other things—long ago—about Russia and Russian policy, that do not make sweet reading for the Muscovite bother, and of course the *Peking Daily News* put in everything, always with the appearance that Dr. Reinsch had just said them.

The Retort Discourteous.

It would be a satisfaction to suppose that this apparent exposure of the views of Dr. Reinsch was welcomed in certain diplomatic quarters—though in certain others it caused a good deal of quiet pleasure. But diplomats, of course, never say what is really in their minds, especially if it is disagreeable. But they have a pleasant way of letting their minds be known through the channel of the press.

On this occasion the existence of the *Journal de Peking*, a paper specially favoured by the French and Russian Legations proved convenient, and on the very day that Dr. Reinsch arrived in Peking he was confronted in the French newspaper by an article that attacked America, American ideas, American methods and the American Minister in particular, with Gallic vehemence. It is sufficient to mention that the American navy was declared "rotten" and the American people a nation of "bluffers," to show how Dr. Reinsch was rewarded for saying—long, long ago—that France was a satellite of Russia, and that Russia was uninvited.

Unofficial explanations were immediately forthcoming, showing that Dr. Reinsch had not said these things in an interview at Shanghai. It is not known whether the American Minister has gone back on what he said long ago, but anyhow his explanations have been deemed satisfactory, and the incident would have ended good natured on all sides but for the intrusion of the *Peking Gazette*.

The Candid Friend.

This paper fully acquitted Dr. Reinsch of the Shanghai indiscretion attributed to him but took the opportunity to offer a series of searching observations that have caused considerable umbrage in American circles. The article concludes as follows:

"We do not think any purpose will be served by concealing the real cause of this unpleasantness. Quite a ridiculous fuss has been made recently over Sino-American friendship in certain American and Chinese circles. While we sincerely hope that cordial relations will always exist between the two large Pacific Republics, we have no sympathy with the hysterical manifestations which greeted America's premature recognition of the Chinese Republic, and her withdrawal from the Consortium. Judged by ordinary, practical standards neither of these moves brought China any real benefit. Both of them appear to have been prompted by the quixotic ideals of foreign politics which have been the outcome of what is commonly called 'grape juice diplomacy.' We are quite prepared to believe that both President Wilson and Mr. W. J. Bryan wish China well. If more wishes could accomplish anything China would undoubtedly receive substantial benefits at the hands of the United States. But those Chinese who go into a state of ecstasy over Sino-American friendship should be reminded that America has, for the time being, withdrawn from all active participation in the problems that confront the great foreign Powers in China, and that they will commit a serious blunder if they allow a Government which has assumed a purely passive role to lead them to believe that they are being ill-used by Governments which show greater courage and resources in adjusting their relations with the Chinese Republic."—*North China Daily News*.

SERVICE MATTERS.

South African Medals.

The system under which the King's South African medal was awarded to participants in the late Boer war is again the subject of much discussion in the *Army and Navy Gazette*. There has been more dissatisfaction over this question than with any other medals on record. And no wonder, since the award was made on no principle of common sense or justice. Many officers and men who saw the hardest fighting wear but one medal, while those who sat in an office at Cape Town, Port Elizabeth, or elsewhere, and never saw a Boer or heard a shot fired, are able to sport two if they happened to be serving in the country on a certain date. Both medals ought to have been given to one and all alike; it is impossible to discriminate with any attempt at fairness. The absurdity of the system adopted is apparent from the mere fact that those who served during the King's reign alone received not the King's but the Queen's medal. It is not too late to rectify the matter now.

Royal Marine Generals.

The sanctioning of the rank of brigadier-general to each of the colonels-commandant of the Royal Marine Forces is a well-deserved concession, and one which is duly appreciated in the corps. The rank will also be retained on retirement by those who do not secure higher preferment. The fortunate officers immediately affected are Colonel Pease, R.M.A., Portsmouth; and the following colonels R.M.L.I.:—Brittan, Plymouth; Oldfield, Portsmouth; Swanton, Deal; and Kennedy, Chatham. But even this new concession does not remove the very unfair position which the senior officers of the corps are compelled to occupy. There are no fewer than twelve nominal Marine generals, but the rank is a farce, for not one of them is employed as such. The only chance of employment for a general officer is in the office in London. It is a standing reflection on the Army Council, and on the Lords of the Admiralty, that not a single command at home or abroad is held by a general officer of Marines, not even one of the many Territorial divisional, or brigade, commands, which have been created under the new scheme, and might easily be held by Marine officers.

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Hongkong, 20th Nov., 1913. [1035]

The Recruiting Problem.

The October number of the official *Army Review* contains an article on the recruiting problem by a Recruiting Staff Officer. He repeats, what is generally admitted, that the position of the soldier actually serving will bear favourable comparison with that of any other occupation, but he labours under the impression that if this were more widely made known by the various officers concerned the increasing difficulty in obtaining recruits would disappear. "I am afraid that our friend has a lot to learn. We maintain an enormous recruiting staff, and the advantages of the Army are well enough known. So, unfortunately, are the disadvantages, and while they predominate, in these days of education the average man is not to be attracted by the mere blarney of a recruiting-sergeant, nor by coloured posters, picture post-cards, tournaments, and triumphal marches. Much as the outward signs of a soldier's well-being may appeal to the general public, we shall never make any advance till we prove beyond dispute that a reasonably intelligent, hard-working, man is not surrendering all prospect of an assured future by joining the Army. In nine cases out of ten, it leads, in present circumstances, to the ranks of the unemployed."

Notices

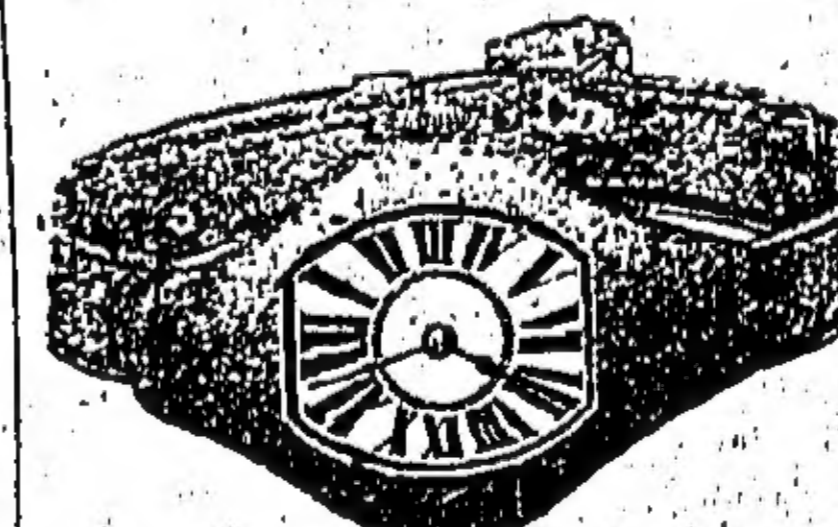
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Bond or Free, By David Lyall.

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Her Ladyship's Conscience, By Ellen Thornercroft Fowler.

The Secret Cargo, By J. S. Fletcher.

The Winds of God, By Hamilton Drummond.

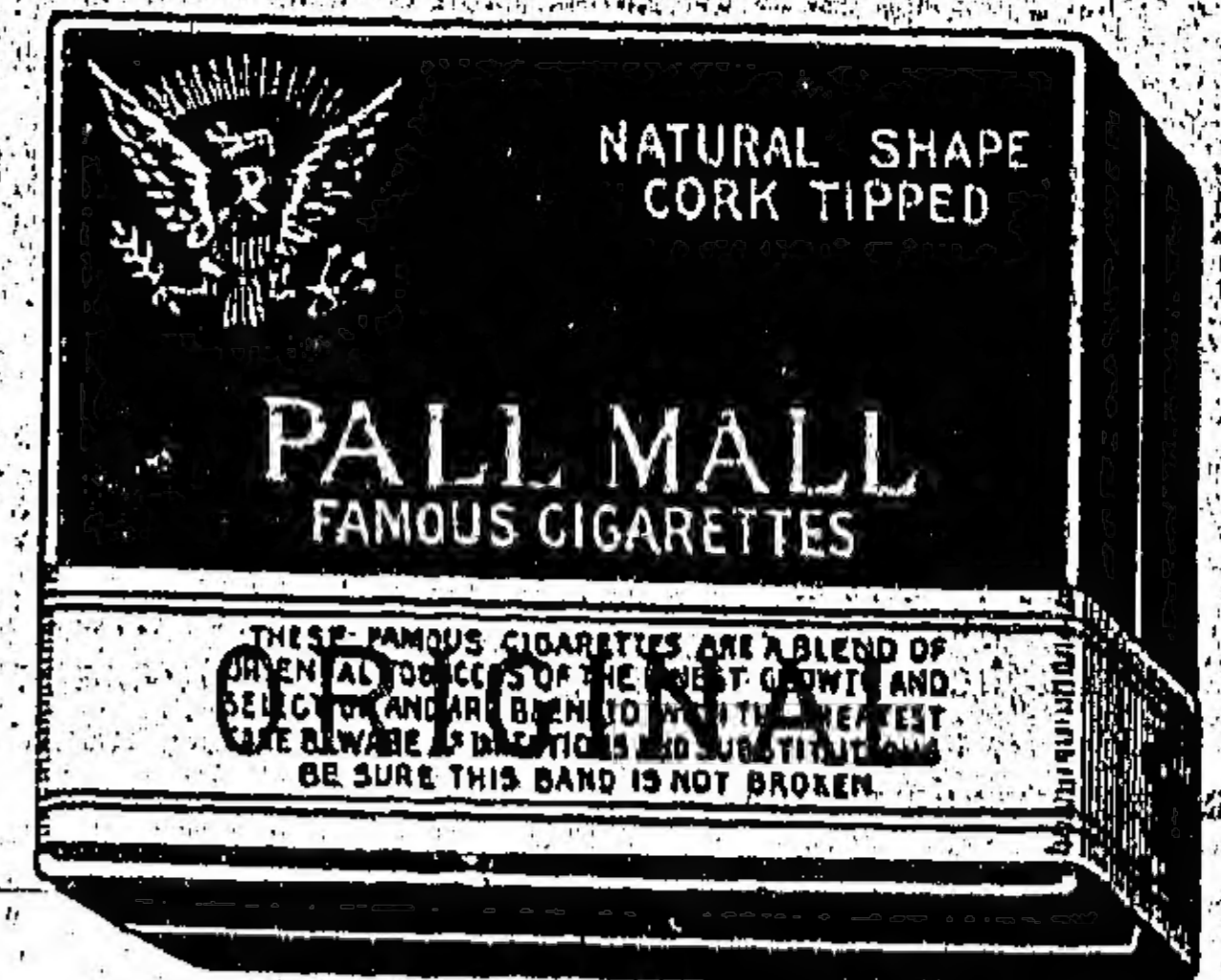
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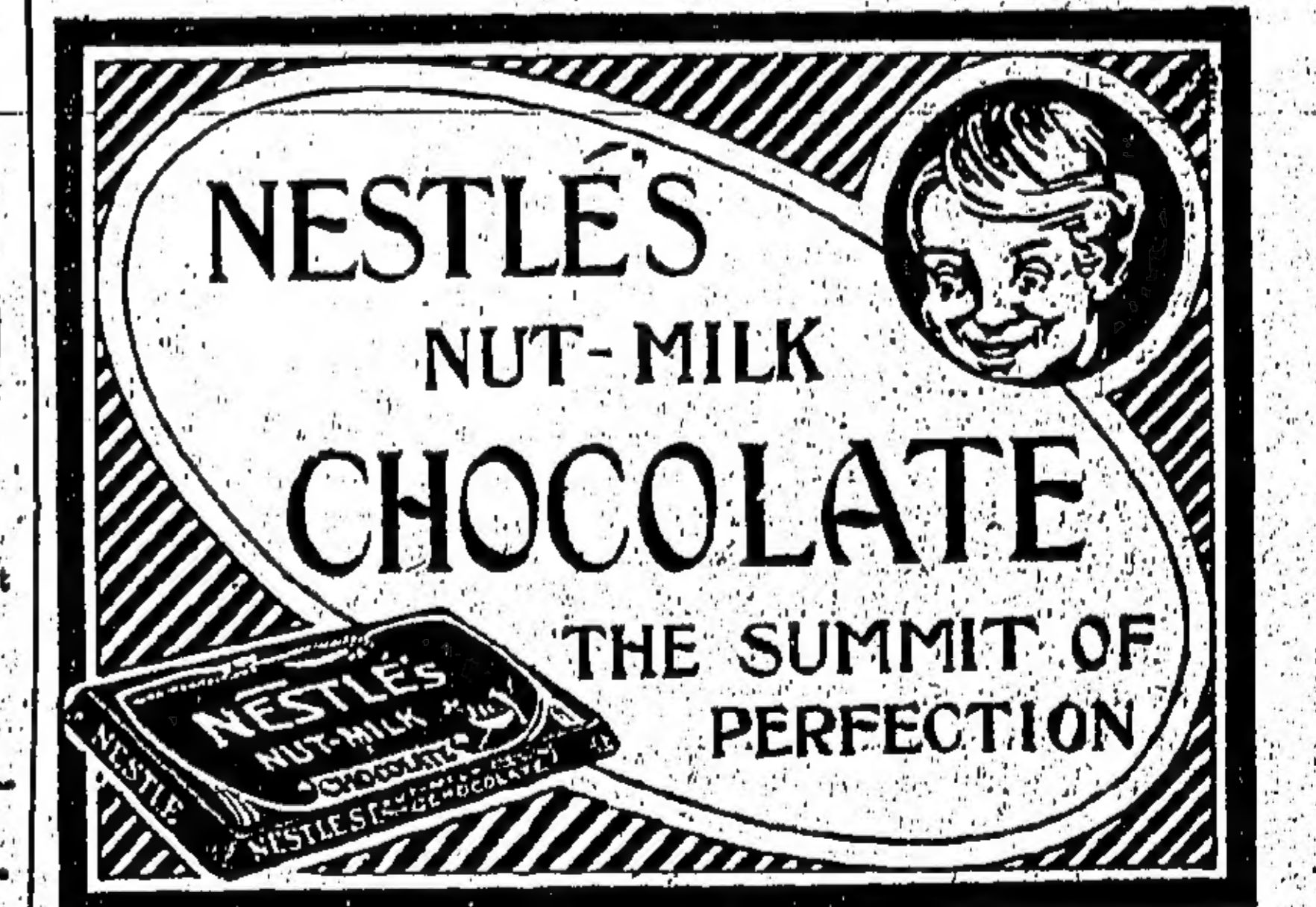


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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 26, 1913.

BIRTH.

AUSTIN.—At 58, The Peak, on the 26th November, to Mr and Mrs A. R. AUSTIN, a son.

THE INCOME TAX IN AMERICA.

Britishers, who have long since viewed the operation of the Income Tax in the light of a regrettable necessity, are watching with deep interest America's first plunge in that direction. As is known, the new Tariff Bill provides for the collection of a tax on incomes, and it is quite evident already that Americans are taking none too kindly to the measure. When the tax was first mooted, many critics who were friendly to its general purpose predicted trouble in consequence of the unnecessarily obscure character of the section of the Tariff Bill dealing with the matter. These pointed out the prime necessity of each essential rule and method being so laid down that there could be no mistake about its intent on the part of competent persons. Instead of embodying in the measure all the detail to be met with in European laws on the subject, the American Government aimed at what it regarded as a succinct condensation of the chief points, leaving to be embraced in regulations to be prepared by the Secretary of the Treasury the manner of carrying out the provisions of the law. It is as a consequence of this manner of dealing with the problem that complaints are now arising.

Although it is a salient feature of the new law that the tax only hits some four hundred thousand individuals, those who counted on the popularity of the Bill with the rest of the hundred million people of the country, on the ground that it would not trouble them at all, are already finding their expectations disappointed. It appears that the vexations attending the process of exemption are affecting, in one way or another, millions of people. As a New York newspaper rightly remarks, Americans spend money cheerfully, but they dislike to be compelled to take a lot of petty trouble to comply with official forms, and especially when that compliance involves the making of declarations about their personal affairs. The execution of the requirements of the law presents questions, we read, which are found so puzzling, both by bankers and by lawyers, that the Treasury Department is being flooded by inquiries. Confusion and a certain degree of paralysis have resulted in official circles, and this has sprung, say the critics, not only from a want of clearness in the new measure, but also in part to a want of perception of the matter dealt with.

The vexations may or may not have been unavoidable, but that they are irritating it is easy to see from the strength of the criticism which has sprung into evidence. In a matter of this sort it takes people and officials alike, much time to adjust themselves to the new conditions, and no doubt the tangle will be straightened out somehow. But it may be taken as a certainty that there will arise, for a considerable time, questions of legal doubt which cannot be settled by executive interpretation and which may have to be fought out in the courts.

A Tip for Hongkong.

We see from American exchanges that Seattle is taking no chances so far as a possible spread of bubonic plague is concerned. The health authorities there believe firmly in the "No rats, no plague" theory, and they are leaving no stone unturned in their efforts to wipe out the vermin. We read that a plague rat was killed in the city nearly four years ago, and during the interval until last month, when one of the rodents reached shore from a Far Eastern steamer, no infected rat was found. A regular preventive campaign is always in force, since the Health Department pays a bounty of ten cents (gold) each for dead rats, and every rat purchased is examined for plague germs. This certainly seems a much more effective method than Hongkong's plan of culling destruction, which kills no rats but simply drives them elsewhere, thus in reality spreading the disease.

After Seventeen Years.

Reuter thinks it worth while to chronicle the fact that, after an estrangement of seventeen years, "General" Bramwell Booth of the Salvation Army met his brother "General" Ballington Booth of the Volunteers of America, at the house of a mutual clerical friend. This is the kind of news which will make the ribald scoff. Writers and speakers with ready pen and witty tongue are sure to remark the matter, with pointed comments about brotherly love and so on. We do not know what caused the estrangement; probably it was a family matter, and was no concern of anyone outside the family. But we can quite understand that two perfectly honest and sincere and well-living gentlemen, strongly imbued with religious feeling, might differ, and agree to differ, precisely because they were thoroughly honest and because each believed he was doing right. In any case, the meeting of any two brothers who have been long estranged is a matter not for making fun of but for joy.

A Birth-Rate Problem.

We have remarked more than once, in these columns, on the falling birth-rate in France and in Britain. The problem, of course, is most serious in France, and the actual causes are not easy to find. Dr. Jacques Barillon, however, has come along with certain figures which are distinctly interesting. Prior to 1900, he says, the birth-rate in the mining district of Monceau was higher than that of Germany and amounted to 25 per thousand. In 1903 it was 21, and now it is only 14. This amazing falling-off he attributes to Socialism. We have no use for Socialism ourselves, but we should hesitate to accept such a conclusion without definite data to support it. Dr. Barillon himself shows that the first decline took place fifteen months after a strike and that a further decrease followed a second and more prolonged strike.

An Obscure Connection.

That seems explanation sufficient. The strikes may have been the outcome of the preaching of socialist doctrines, of course, but, even then, to attribute the decline directly to socialism is not the soundest of logic. The connection is a little obscure and, at best, is only incidental. After all, socialism has quite sufficient sins of its own to answer for without being asked to father others for which it is not directly responsible. And anyhow, a man who sets out to investigate a matter of serious national import should be free from all bias and should not permit his personal antipathies to override his judgment. His conclusions are worthless except they are soundly based.

Head Mounds.

The police report that a man has been sent to the hospital from Wong-wei-wa, suffering from cuts on the head said to have been inflicted during a quarrel over water for irrigation purposes.

DAY BY DAY.

REPUTATION AND CHARACTER ARE WIDELY DIFFERENT THINGS. CHARACTER LIVES IN A MAN, REPUTATION OUTSIDE OF HIM.

The Mails.

German Mail.—Left per s.s. Prinz Eitel Friedrich at 10 a.m. to-day.

German Mail.—Due per s.s. Prinzess Alice to-morrow.

American and Canadian Mail.—Left per s.s. Pretoria at p.m. to-day.

Canadian and American Mails.—Close per s.s. Tacoma Maru at 11 a.m. to-morrow.

Siberian Mail.—Close per s.s. Prinzess Alice at 5 p.m. to-morrow.

Cruisers Arrive.

The Minotaur and Newcastle arrived in the harbour this morning from the North.

Light Court.

The daily cases at the Police Court this morning were finished by 10.30.

Thanksgiving Day.

To-morrow is Thanksgiving Day in the United States of America.

Auction Sale.

Mr G. P. Lammert is to sell to-morrow, by auction, a quantity of valuable household furniture, at 5 Rippon Terrace.

Stealing Wood.

A man charged with stealing wood at West Point, was sent to goal for a month and ordered four hours' stocks, at the Police Court this morning.

Stolen Raincoat.

Mr. Armstrong, of Messrs. Butterfield and Swire, has reported to the police that some person has stolen from his desk a Burberry raincoat valued at \$15.

Board of Officers.

A board of officers of which Captain G. M. de Piro, R. G. A., is president, will assemble at the Supply Stores, Wellington Barracks on Thursday to report upon a consignment of tea recently received from Ceylon.

New Hongkong Magazine.

A new Hongkong magazine called "It," has just made its appearance. "It" is an independent cosmopolitan monthly and the first number is interesting and clever. It is announced that illustrations will appear in the next number and other new features which should add brightness to "It's" pages.

Lieut. Stainer, R.N.

Lieut. Courtenay E. Stainer, R.N., who has been selected, according to a despatch received from the Secretary of State for the Colonies, to fill the post of Assistant Master Attendant at Colombo, has had a lengthy and varied experience of harbour work. He was first employed in survey work on the Australian coast, and subsequently held the appointment of Assistant King's Harbour Master at Hongkong. At the present time he is on the Harbour Staff at Portsmouth Dockyard. Lieut. Stainer has qualified for navigation duties and has also passed for first class ships.

Organ Recital.

Yesterday evening at St. John's Cathedral, Mr. Denman Fuller gave the third of his series of monthly organ recitals before a fairly large congregation. The programme was even more varied than in usually the case, and the inclusion of both vocal and stringed instrument numbers added greatly to its charm. Mr. Fuller's best piece was "Reverie du soir," E. Schuett, which he played with rare feeling. Mr. H. I. Jones sang "Nazareth," Gounod, and Massenet's "Elegie" in good style, while Mr. Vermeij contributed "Le Deluge," Saint-Saens, and the violin part to the "Elegie."

HARBOUR COLLISION.

Yaumati Ferry Sinks: Several People Drowned.

This morning at eight thirty o'clock a serious collision, involving, as far as is known, five deaths, took place in the harbour between the s.s. Soshu Maru and one of the Yaumati Ferry launches. Details of the affair are not at present authoritatively reported but the facts as stated to the Hongkong Telegraph show that the ferry was leaving Hongkong for Yaumati and, when some distance from a Blue Funnel boat, came into collision with the s.s. Soshu Maru, belonging to the Osaka Shosen Kaisha, which was clearing for Swatow.

The damage done to the launch was such that within two minutes she sank in about fifty feet of water. The matter was at once reported to the water police and rescue operations were taken in hand. Up to the present five dead bodies have been recovered, five persons have been removed to the Hospital for treatment and twenty-six have been taken to the Water Police Station, where their statements have been taken. It has not been ascertained up to the present whether any more are missing.

The spot where the launch sank has been marked by a sampun and steps will be taken in the immediate future to raise the craft.

Among the passengers was Mr. Curwen of the Yaumati Government School, who got away with nothing more serious than a wetting.

Another Version.

Another version states that the ferry boat, the Wa Sang, left the Hongkong pier belonging to the Yaumati Ferry carrying, as far as can be ascertained, about fifty passengers, including Mr. Curwen of the Yaumati School. About the same time, the Soshu Maru left her anchorage, which was to the west, and began to steam eastwards, going out by the North.

The line of the Yaumati ferry was crossed by the Blue Funnel s.s. Antiochus, which was lying at anchor. The Wa Sang safely crossed the bows of the Antiochus when she was run into by the Soshu Maru. A large hole was made in the port side of the launch, amidsthips, with the result that she sank almost immediately and her passengers were thrown into the water. Fortunately, at the time there were a lot of launches belonging to steamship companies, and Chinese owned, in the vicinity and these hurried to the spot while the men-of-war despatched boats with doctors to the scene at once.

Many people were picked up by the various launches and taken to the Godown Company's wharf near the Water Police Station where several doctors attended and did good work in succouring some apparently drowned, their efforts in a good number of cases being attended with success. Of the estimated number of fifty passengers on board the launch, over thirty have been accounted for and latest reports put the number of dead at five, twelve being sent to hospital as well. The dead comprise a baby, a woman and three men. Some of the men have yet to be identified.

Royal Birthday.

To-day is the birthday of Queen Maud of Norway, who was born in 1869.

Church Hall.

The new St. Andrew's Church Hall at Kowloon is to be opened by H.E. Mr. Claud Severn at 5 p.m. to-morrow.

CRIMINAL SESSIONS.

Further Proceedings in the Kwangtung Bank Note Case

In the Supreme Court, this morning before his Honour Mr. Justice Gompertz (Paisno Judge) the case was continued in which Ma Yuk-fan and Ma Kwan were charged on two counts with being in unlawful possession of property stolen abroad. The property in question is 12,500 Kwangtung bank notes of a face value of \$5 or a total value of \$62,500.

The Crown was represented by the Attorney General (Hon. Mr. J. A. Bucknill), Mr. E. H. Sharp, K.C. and Mr. Eldon Potter, who were instructed by Mr. J. H. Kemp (Crown Solicitor) and Mr. F. B. L. Bowley, Mr. M. W. Slade, K.C., instructed by Mr. G. K. Hall Brutton, appeared for the accused.

The following is the jury:—Messrs R. L. Bridger (foreman), E. E. Ellis, M. Fernandes, J. C. D. Ferguson, A. Stevenson, G. P. da Cruz and S. A. Sopher.

Chung Chai-lam stated that he was an officer in the Cash Department of the Canton Treasury and had charge of payments out. During 1912 there was an authorised issue of two million \$5 notes from the Treasury. Kwangtung notes and subsidiary silver were current in Canton and Imperial and Republican notes were received into the Treasury.

As the witness proceeded, Mr. Slade, on more than one occasion, objected on the ground that the evidence as to the note issue was not of a precise and reliable nature. He contended that the actual issues made at any time must be proved by the best possible evidence. The correct way of proving it was executive documents under which the issue was made, not by word of mouth of an individual employed in the Department. The witness could only say "about."

His Lordship:—That may be merely Chinese politeness. You may find, if you question him further, that he knows exactly to a tick. It seems to me so far that the objection is not one of substance.

Proceeding, the witness stated that the issue of \$5 notes between July 20 and August 11 was one million.

HONGKONG VOLUNTEERS.

Corps Orders by Lieut.-Col. A. Chapman, V.D., state:—

Howitzer Section:—There will be instruction in Battery drill with Tripods on Kowloon hills on Sunday December 14 for all Officers N.C.O.'s and men of the above Section.

Range:—The King's Park Range is placed at the disposal of the Scouts Company on Sunday afternoon the 30th instant.

Leave:—Pte. G. Cormack is granted sick leave from November 24 to March 31.

Joined:—The undermentioned having joined the Corps are allotted Corps numbers and posted as follows:—No. 1470 Sapper E. J. Sarman to Engineer Company; No. 1480 Gunner O. Hycock to Howitzer Section; No. 1481 Private D. J. Bruce to Scouts Company.

Resigned:—Pte. E. P. H. Lang is permitted to resign dated November 24.

Transfer:—Pte. R. A. Carvalho is transferred from Right Section M. G. Co. to Howitzer Section.

Promotions:—Pte. F. Schnepel is promoted Corporal with effect from November 25. Ptes. H. Goldenberg and A. R. Ellis are promoted Lance Corporals with effect from November 25.

Scouts Company:—A Company shoot will take place at King's Park Range on Sunday from 3 to 5.30 p.m.

Reprived.

The youth who was sentenced to death at the October Criminal Sessions for the murder of a girl at Causeway Bay has been reprived.

Reported Loss on Ferry. A Chinese has reported to the police that whilst travelling on the Yaumati ferry from Hongkong, he missed from his pocket a purse containing \$10 in notes, some stamps and two receipts for \$87 and \$104 respectively.

MERELY SWEEPINGS.

A Practice of Which the Owner Knew.

At the Police Court, this morning, a Chinese was charged before Mr. Hazeland, with the larceny of a quantity of litter. The defendant said that the subject matter of the charge was sweepings and he had permission to take them.

A godown keeper from West Point, said that he gave the man permission to take the stuff.

Mr. Hazeland asked if the owner of the stuff was aware of the gift by the godown keeper, and the witness said that the master knew of the practice of giving sweepings.

Inspector Dymond said that in these cases it was very hard to get the owners to come forward and prosecute, even if permission had not been given. Of course when the owners found they were losing a lot of stuff then they made complaints to the police.

The defendant was discharged.

NUBIA DAMAGED.

French Mail Fouls and Breaks Her Stern.

We are informed that whilst at Shanghai, the P. and O. steamer Nubia was in collision with the French steamer Amazone.

It appears that as the French steamer was leaving Shanghai she fouled the stern of the Nubia, doing damage on the port side. The Nubia was not so seriously damaged as to prevent her making the journey to Hongkong; and to this port she steamed, and has been attended to by the Taikoo Dock Company.

HONGKONG CRICKET CLUB.

The following will represent the Hongkong Cricket Club against the Royal Navy in the Triangular League on Saturday November 29 on the Club Ground. Play to commence at 2 p.m.

R. Hancock, (Captain).
R. N. Anderson.
G. E. Aubrey.
F. K. Browarigg.
C. O. Clarke.
A. A. Claxton.
P. H. Cobb.
D. E. Donnelly.
A. L. Gacs.
H. Hancock.
T. E. Pearce.
R. P. Thursfield.

Prisoners from Hongkong.

Herr Sonneveld, the absconding cashier from the Netherlands Indies Escompto-Maatschappij, and his wife, who were recently arrested in Hongkong and found to be in possession of 118,500 of the missing 180,000 guilders, arrived in Batavia on the 9th inst. They had travelled from Hongkong as second class passengers on the steamer Tjibodas under the escort of Police Commissioner van der Swan. They were immediately conducted to the prison in Virgmetelaars weg.

S. A. Mounted Riflemen.

Something may be said of this portion of the new Permanent Force of South Africa. Candidates must be British subjects, mentally and physically fit, between the ages of 18 and 27, not below 5ft. 6in. in height, and of proportionate chest measurement. The engagement is for three years, with re-engagement for periods of two years at a time. The pay for riflemen is 4s. 6d. to 7s. 6d. per diem; N.C.O.'s 8s. to 12s. 6d.; lieutenants 225s. to 275s. per annum; captains 242s. to 252s.; majors 257s. and lieut.-colonels 2700 to 2800; with allowances, in the case of the men, of 1s. to 2s. per diem, and, in the case of officers, of from 230 to 280 per annum. In the ranks, lodging, subsistence, outfit allowance, and saddlery, in addition. All promotion will be from the ranks.

TRADE IN HONGKONG.

Business Still far from Brisk in the Colony.

Business during the past fortnight has not been particularly brisk, according to the *Fortnightly Price Current and Market Report* published by the Hongkong General Chamber of Commerce. The following is taken from the Report:—

Impts.

Cotton Piece Goods:—During the interval a good business is reported from first hands in 10 lbs. Grey Shirtings, White Shirtings and T. Cloths. Small sales are also recorded of 8 lbs. Grey Shirtings. The market is quiet to-day. Prices are unchanged on this side. It is hoped that rates will appreciate about China New Year and so enable buyers to dispose of their recent purchases on a profitable basis. Clearances are fairly good.

Fancy Cotton Goods:—The market is quiet and no new sales of any importance are recorded. Clearances are moderate.

Cotton Yarn:—There is no improvement to report. Market continues dull, and trading business has passed at a further decline in rates of about \$1. per bale. Quotations are:—No. 10s. at \$105/132. No. 12s. at \$112/134. No. 16s. at \$125/142. No. 20s. 128/155. Arivels 16/500 bales. Sales 1,000 bales. Shipments Nil. Unsold stock 27,000 bales. Bergains 48,000 bales.

Woolens:—There is no improvement to report. Enquiry and business is still very much restricted.

Metals:—Prices for Iron and Steel Bars have improved locally. Lead has weakened on account of lower quotations from London. Wire Nails have been purchased in large quantities for next year, at 10/8 to 10/9 for the 14-3 specification. Some 10,000 boxes tinplates, have been sold at about 14/- to 14-1/2 c.i.f.c. Hongkong.

Flour Market Report:—American Market:—Only small sales are reported for the past two weeks. Buying for winter shipment from the States has been larger than the market warrants and in most cases dealers have as much cargo on hand as they care to carry.

Prices remain steady:—Australian Market: On good crop reports, prices have declined but still no business is practicable. Local Market: Trade locally is once again extremely quiet and is further restricted by recent decline in the value of native currency. Stocks have been increased to about 760,000 sacks, and arrivals are now very heavy.

Quotations:—Have been advanced.

Patents ... M \$2.40, 2.50 per bag
Cut Offs ... 2.22/2.24
Straight ... 2.14/2.16
Seconds ... 2.07/2.10

Coals:—Small sales reported. Sagar:—Market very quiet. Very little doing.

Salt:—500 bags. Market steady and improving.

Opium:—Bengel: Market has been quiet but steady and only a limited business has been done, confined practically to Benares. Values are: Patna New \$5,825.00, Old \$5,700.00, V. Old \$5,575.00, Old \$5,425.00, V. Old \$5,300.00. Malwa Business has been done on a moderate scale at a further advance in prices of \$100.00 per picul. Quotations are New to 4 years \$4,850.00, 5/6 years, \$4,900.00, Oldest \$4,950.00.

The total importations since November 6 have been Patna 11 chests, Benares 6, Malwa 170 and Persian and Turkish 61. These added to the stocks held at last report made the total available stocks, in chests, Patna 1,496; Benares 673; Malwa 1,081; Persian and Turkish 534. There have been consumed locally and exported during the period Patna 54 chests; Benares 12; Malwa 225 and Persian and Turkish 83, leaving on hand, November 30, Patna 1,442; Benares 631; Malwa 1,561 and Persian and Turkish 45—a total of 4,280 chests. The total stocks of uncertified Bengal Opium on November 20 were Patna 105 and Benares 37 chests, an increase over the holdings on November 6 of 75 chests of Patna, Benares remaining unchanged at 27 chests.

EX-GOVERNOR SULZER.

His Removal as Governor of New York State.

The following despatch from Albany to the *New York Evening Post* gives the main features of the final hearing in the trial of Mr. W. Sulzer, ex-Governor of New York State, whose removal from office was reported by Ruter at the time:—

Albany, October 17.—William Sulzer was removed from office to-day by the High Court for the Trial of Impeachments. The vote was 43 to 12.

At 11.58 o'clock the Presiding Judge, Edgar M. Cullen, made formal announcement of the result. From that moment Sulzer was no longer Governor of the State of New York.

He was not debarré from holding further public office. The vote on that point was unanimous, lacking the vote of Judge Cullen, who asked to be excused from voting on the removal. The Judge earlier in the session had spoken of Sulzer's status as "dishonourable in the highest degree, but not illegal." He therefore could not vote either guilty or not guilty without contradicting himself. Wendel's reluctance to vote was due to the close political relations which have existed between him and Sulzer.

When court resumed at two minutes before eleven o'clock, it proceeded to vote on Article V. of the impeachment charges, taking up its work where it left off last night. The vote was unanimously not guilty.

Before the next roll call Senator Wagner, the Democratic leader, moved that the Presiding Judge should be excused from asking each member the formal question: "How say, you, etc.?" Senator Wagner said that he understood that the court was in practical unanimity on the three remaining articles.

This was taken as a clear indication that the remaining charges would be dismissed without a dissenting vote. The last two articles were taken rapidly and resulted in unanimous verdicts of not guilty. Judge Cullen then said: "The respondent having been convicted of the first, second, and fourth articles of impeachment, it now becomes necessary that the Court should determine on the judgment to be passed on such conviction. Under the rules the first question is:—

"Shall the respondent be removed from office?"

"As I am one of the minority who did not vote for conviction, I pray to be excused from voting on this subject."

"Call the roll, Mr. Clerk."

Senators Dubamel, Emerson, Hancock, McKnight, O'Keefe, Palmer, Peckham, Soley, Stivers, Thomas, Wheeler, Whitney voted against removal. All the Appellate Judges, excepting Judge Cullen, voted for removal. Senator Wendel explained his request to be excused as follows:

"For the reason that I have voted not guilty on all occasions, and for the reason that my associates by a large majority have seen fit to convict, and for the reason that, if that judgment is right, it is my belief the respondent is unfit for holding office, I ask to be excused from voting on this question."

The clerk announced the vote as "yes, 43; no, 12; excused, 2." Judge Cullen said:

"The next resolution to be submitted, gentlemen, is: Shall William Sulzer be disqualified to hold any office of honour or trust or profit under this State? Under that you may vote the same as you did on the previous one, yes or no. Read the provision, clerk, and call the roll."

The monotonous repetition of noes was only broken by Senator Boylan, who arose to remark that he thought every man ought to have another chance; by Judge Hiseock, who said that he was willing to leave the question of Sulzer's ever holding office again to the people; and by Senator Thompson, who said the same thing Judge Hiseock had. The vote was unanimous.

Judge Cullen then said:

"The respondent, William Sulzer, having been convicted by the vote of more than two-thirds of the members of this court on the first, second, and fourth articles of impeachment, and the court having resolved that for the offences of which he has been convicted, the respondent be removed from office, it is the judgment of the court, and it is now the duty of the president to declare that for those offences the said William Sulzer, Governor of the State, is, and he is hereby, removed from his said office as Governor."

Final Judgment.
"On a point of information, Mr. President," said Senator Wagner, "may I ask whether the judgment is now completed, so far as the record is concerned? It needs now only the certification of the Presiding Judge."

"In my opinion," replied Judge Cullen, "all it needs now is the certification of the clerk and the Presiding Judge. As a matter of fact, I doubt whether it needs even that. It is the judgment pronounced in open court of this court, and I think it is effective from this instance."

"Is there any further business?" said Senator Thompson. "I desire to suggest to the presiding officer that he make a statement to the effect that now all matters which were discussed or performed by this court in private session can be made public."

"The den of secrecy is now abrogated," said the president. "Every member of the court is at liberty to tell anything that he sees fit."

After a few perfunctory matters of business had been disposed of, the court adjourned sine die. And the droning voice of the clerk was heard saying:

"Hear ye, hear ye, hear ye, to all whom it may concern: This court, held in and for the State of New York for the trial of the impeachment of Governor Sulzer, now stands adjourned sine die."

Examination of Officers.

Lieutenant Colonel H. D. Tison, 2nd Bn. D. C. L. I., has been appointed president of board of officers ordered to assemble on December 22 and 23, for the purpose of examining officers in satisfaction of promotion. The following officers will attend the examination:—Captains R. D. Crawford, R.G.A., A. J. Orchard and S. L. Ralph, 8th Rajputs; and Lieutenants D. G. T. Sneyd, C. O. Chambers, and C. P. G. Cameron, R.G.A., H.A.S. Pressy, R.E., E. N. Williams 2nd Bn. D. C. L. I., and L. Spencer, 8th Rajputs.

Payment of Members.

French members of Parliament owe a debt of gratitude to M. Baudouin, who has died in his 66th year. While Radical-Socialist Deputy for the Oise, he brought in the Bill which raised the salary paid to members of the Chamber from 9,000 to 15,000 francs a year. This measure led to his being nicknamed "le Pere des Quinze-Mille." M. Baudouin did not himself benefit so greatly from the increase, which was effected in 1908, since he lost his seat in 1910.

Dog May Bark at Socialist.

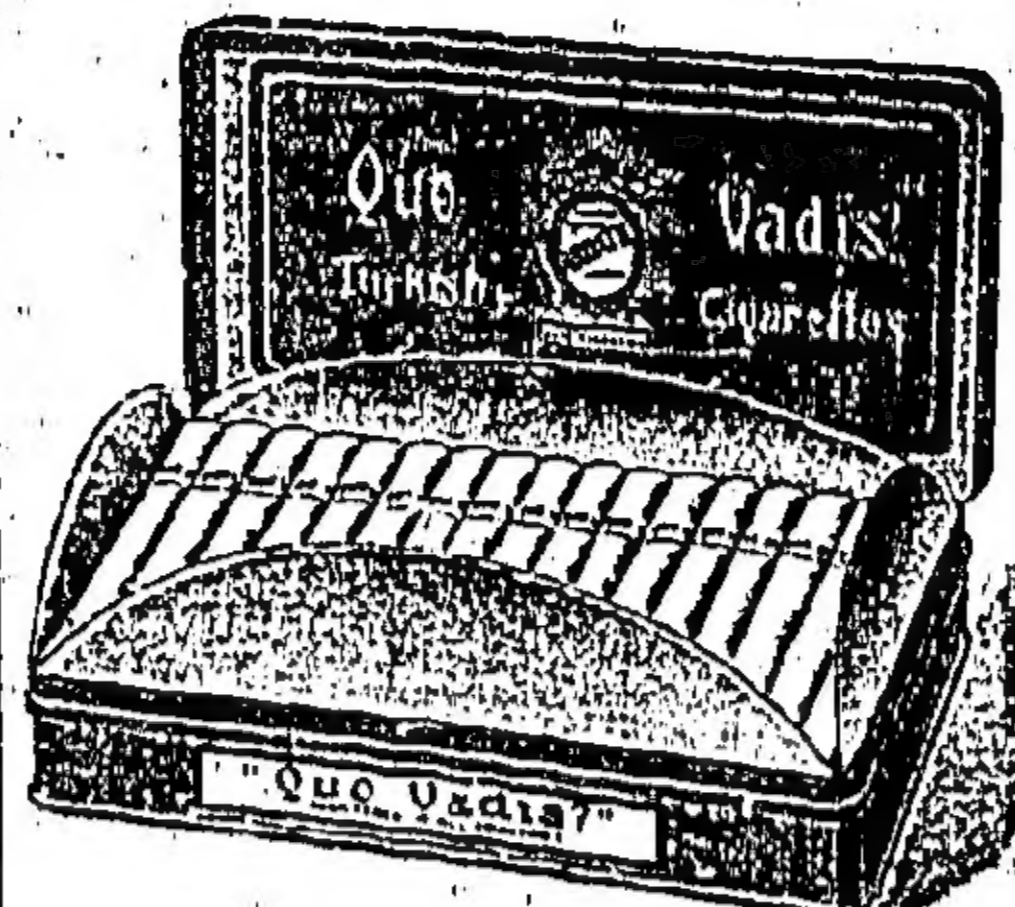
A dog may bark at a Socialist. That is the dictum of Magistrate Kretel, who sat in the New York Men's Night Court recently and listened to the complaint of Fred Harwood, a corner orator, against Alorzo Wheeler, who follows the pragmatic life of a real-estate dealer, and is supposed to know more about lots and parcels than about the flowers of rhetoric that bloom in Socialist soil. Harwood said that Wheeler stopped to listen to him talk at One Hundred and Thirty-seventh Street and Broadway, and that a dog, which Wheeler had in leash, started to bark. He barked so loud that Harwood asked Wheeler to move on. The real-estate man refused, and an argument followed. The dog continued to bark. Finally, Harwood complained to Patrolman Toomey, and Wheeler was arrested on a charge of disorderly conduct. "I don't think Wheeler was to be blamed," said the Magistrate. Turning to Harwood, he added: "Perhaps it was the dog. Maybe he didn't like the oratory."

DAIRY FARM NEWS.

Are you dissatisfied with your Compradore?

THE DAIRY FARM HOUSE FED POULTRY

is ABSOLUTELY the BEST in the East and COSTS very LITTLE MORE THAN the MARKET POULTRY.



\$1.50
PER BOX
OF
50.

"QUO VADIS"
HIGH CLASS TURKISH LEAF
CIGARETTES.

OBTAINABLE IN FRESH CONDITION FROM
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CONNAUGHTS FOR CANADA.

The rumour that Prince Arthur of Connaught is to succeed the Duke of Connaught in the Governor-Generalship of Canada is again revived in England. Whether this is put forward merely as an expression inspired by the moment or as a sort of official

social point of view the advantages would be innumerable, while politically it would tend to promote loyalty and to cement the bonds of Empire in a measure that perhaps no other single proposition could do. Altogether the suggestion is one well worth discussion.—*Montreal Daily Telegraph.*

A Veteran Judge.

Few men have had a longer experience on the Scottish Bench than Lord Kinnear, whose retirement is announced. He is within a few days of his eightieth birthday, and has been a Judge of the Court of Session, Edinburgh, for thirty-one years. Lord Kinnear was called to the Bar in 1856, became a Q.C. in 1883, and was elected to the peerage in 1896 in recognition of his services as Chairman of the Scottish Universities Commission. He has assisted in the hearing of many appeals in the House of Lords.

Reminiscences.

For more than fifty years Mr. George Cooper, who is about to retire, has been connected with Covent Garden Market, and since 1893 he has been fireman in charge of the London and North Western Railway's office in the locality. His early reminiscences are interesting. Half a century ago the railway was still more or less of a novelty, and railway employees, such as carmen, were "looked on as people from a toyshop," and treated very handsomely by the public, not only in the matter of tips. Hams, legs of mutton, and other edible trifles fell to the carman who delivered parcels at private house.

To-day's Advertisement

LOST.

LOST.—Thursday, 20th, in a Humber, fox terrier DOG, round black spot back and patch base of tail, two large patches eyes and ears. Answers to "Peter." Collar with licence No. 454. Reward offered.—CAPTAIN SKRIMSHIRE, Kingsclere Hotel. [1044]

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& CO., LTD.
"MEN'S WEAR SPECIALISTS."
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TIES — GLOVES — SOCKS

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NOVELTIES FOR

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DRESS WEAR

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NEW AUTUMN
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Fashionable and
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Pretty Flowers, Ornaments,
Feathers etc.

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We are the BEST Jewellers and also have the BEST
Cut Glass, and Fancy Goods of all varieties.
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(SUCCESSORS TO Messrs LANE, CRAWFORD & Co.)

INVITE INSPECTION OF THEIR NEW STOCK
OF PIANOS, MUSIC AND MUSICAL GOODS.

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"Worth having"

THE
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"SCOTCH"

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STEAMSHIP LINE.

From Hongkong	From St. John N.B.
Empress of Asia 18th Dec.	Empress of Britain 14th Jan.
Empress of Japan 1st Jan.	Allan Line 24th Jan.

All Steamships leave Hongkong: at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEALE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 25 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purporting Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBÉ & MOJI on 28th November.

S.S. "Dunera," 5,389 tons, Capt. Dickenson, will be despatched to YOKOHAMA, KOBÉ & MOJI on 4th Dec.

WESTWARD.

S.S. "Torilla," 5,305 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd Dec.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched as above on 9th Dec.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents

Hongkong, Nov. 26th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

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THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Wednesday, 26th November.

10.00 p.m. "Fatshan," 5.00 p.m. "Honam,"

Thursday, 27th November.

8.00 a.m. "Honam," 8.00 a.m. "Kinshan,"

10.00 p.m. "Kinshan," 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Heungshan," Tons 1851. S.S. "Sul An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO. SUNDAY, 30th November.

The Company's Steamship, "Sul An."

will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam," 588 Tons; and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton," and "Sanui." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

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NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination.

Steamers

T. 16,000

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Shipping

HONGKONG
PHILIPPINES.

PHILIPPINES

STEAMSHIP CO.

Steamship, T. Captains. For Sailing date.

Rubi 4000 J. Miller Manila Mangarin, Cebu and Iloilo. WED. 3rd Dec. 4 p.m.

Zafiro 4000 S. S. McMurray Manila Mangarin, Cebu and Iloilo. SATUR. 13th Dec. 4 p.m.

Electric light Fans in every cabin; competent stewardesses

carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th Nov. 1913.

JAVA-CHINA-JAPAN

LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Specified on or about

Tijljalap JAPAN 2nd half Nov. JAPAN 2nd half Nov.

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LOG BOOK.

Increase of Pay.

The Imperial Merchant Service Guild are in course of addressing themselves to all the individual shipping companies pointing out, with regret, they find that whilst general and in many cases substantial advances have been made in the pay of all others on board ship, in many instances the Captains have not benefited in a similar way. The Guild, however, desire to make a reservation expressing their gratitude to those owners who have substantially advanced the pay of their Captains, and from a number of official communications which they are daily receiving from individual shipowners it is clear that much further good is expected to arise out of the Guild's representations in this particular direction.

The Guild also learn that increases of pay have been made to officers in the Atlantic Transport Line, Messrs A. Holt & Co., the City Line, the New Zealand Shipping Co., the Standard Oil Company, the Tank Storage and Carriage Company, the Australian Steam Shipping Company Ltd., Houlder Bros. & Co., (as from last January next), Canadian Pacific Railway Company (Pacific Steamship Service), the Straits Steam Shipping Company, the Asiatic Steam Navigation Company, the London & Edinburgh Shipping Company, whilst the Federal Steam Navigation Company Ltd. have informed the Guild that in reference to the Guild's communication of 25th July last, the question of the wages of officers serving on board their steamers is having the consideration of their Directors and a revised schedule of wages is being prepared. Substantial increases in the pay of 500 Commanders and officers serving in the P. & O. Company became operative as from the first day of the present month. With all of these Companies the Guild have been negotiating from time to time.

China Coast Galleys.
Mr. A. M. Hunn or has been appointed supernumerary third engineer, Onang.
Mr. F. Engelbrecht, supernumerary, Onang, has gone third engineer, same ship.
Mr. J. D. Delfendahl, supernumerary third engineer, Koonshing, has resigned.
Mr. W. J. Bowen has been appointed supernumerary third engineer, K

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
TIENSIN	Chipshing	Wed., 26th Nov. at d'light
TIENSIN	Cheongshing	Fri., 28th Nov. at noon
SHANGHAI	Hangsang	Fri., 28th Nov. at d'light
S'PORE, Pang & Cootia	Kutsang	Sat., 29th Nov. at noon
SANDAKAN	Hinsang	Sat., 29th Nov. at noon
MANILA	Yuensang	Sat., 29th Nov. at 2 p.m.
S'PORE, Pang & Cootia	Kumsang	Wed., 3rd Dec. at noon
MANILA	Loongsang	Sat., 6th Dec. at 2 p.m.

Return Tours To Japan (Occupying 24 days)

The steamers "Kutsang," "Namsang," and "Labang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lova," "Yatsing," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Home Ward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Glamis	23rd Dec.
Trans-Pacific "Sire" & "Glen" Joint Service.		
VICTORIA VVER STLE	Den of Airle	27th Nov.
TACOMA & PLAND		
VICTORIA VVER STLE	Merionethshire	21st Dec.
TACOMA & PLAND		
VICTORIA VVER STLE	Glenroy	18th Jan.
TACOMA & PLAND		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN S. YOKOHAMA, KOBE, HONGKONG and RANGOON. EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWORKERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

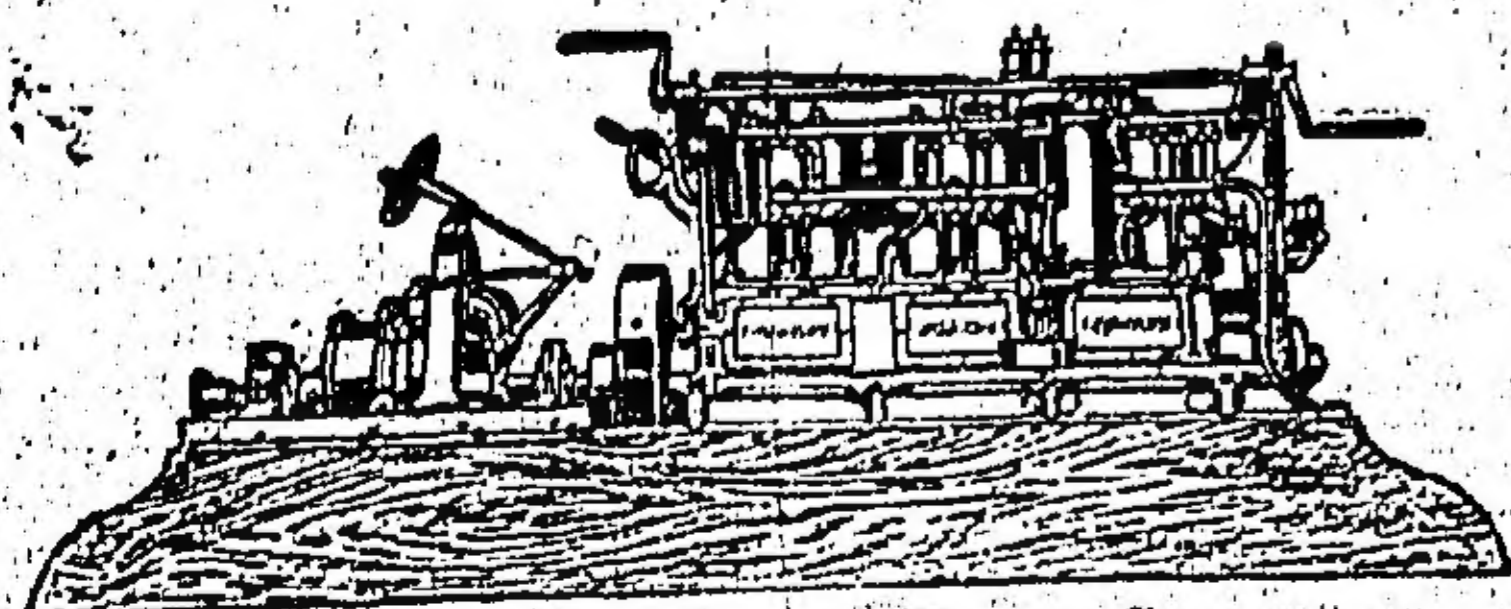
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MAKING MOTORS 7-12/10 to 150 B.H.P. As supplied to the British Admiralty & War Office.



C.B. type Motor and Reverse Gear.

B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK".

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	Date Dispatched
London, Glasgow & Antwerp	Glenturret	S. T.	28, Nov.
Copenhagen, Gothenburg and Baltic Ports	Baylon	A. N. C.	15, Jan.
Marseilles and Hamburg, &c.	Uckermark	H. A. L.	28, Nov.
Rotterdam, Emden & H'burg &c.	Sambila	H. A. L.	29, Nov.
Havre & Hamburg &c.	Segovia	H. A. L.	2, Dec.
Marseilles via Saigon, S'pore, Colombo, Port Said	Amazona	M. M.	2, Dec.
T'ite, Fiume, V'ce, via S'pore etc.	Nippon	S. W. Co.	2, Dec.
Marseilles London & Antwerp via Singapore &c.	Mishima	N. Y. K.	3, Dec.
London, via Usual Ports of Call	Awaya	P. & O.	6, Dec.
Marseilles, Bremen & H'burg &c.	Westphalia	H. A. L.	15, Dec.
Rotterdam, H'burg, & A'werp &c.	Brasilia	H. A. L.	15, Dec.
Trieste, via Singapore, Penang, Colombo, etc.	Africa	S. W. Co.	15, Dec.
London, Rotterdam & Antwerp	D. of Glamis	J. M. Co.	28, Dec.

NEW YORK SAN FRANCISCO AND CANADA.

San Francisco	Indramayo	J. N. Co.	M. of Nov.
Victoria, B.C., T'm via Japan &c.	Tacomia	O. S. K.	7, Nov.
Vancouver Seattle and/or Tacoma & Pland Or.	Hithonia	H. A. L.	27, Nov.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	9, Dec.
Victoria, B.C. & T'm via S'hai &c.	Panama	O. S. K.	10, Dec.
San Francisco via Manila & Japan &c.	Hongkong	T. K. K.	28, Nov.
Victoria, B.C. & Seattle via Shanghai, &c.	Aki Maru	N. Y. K.	2, Dec.
Roseton and New York	Muncaster	D. & Co.	5, Dec.
Victoria, Vancouver Seattle, Tacoma & Portland	D. of Airle	J. M. Co.	27, Nov.
Vancouver via S'hai, Japan etc.	E. of Asia	P. R.	4, Dec.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	15, Jan.
San F'cisco via S'hai & Japan &c.	Siberia	P. M. Co.	16, Dec.

AUSTRALIA.

Australian Ports via Manila	P. Wald	M. & Co.	29, Nov.
Australian Ports via Manila	Taiyuan	B. & S.	2, Dec.
Australian Ports via Manila	St. Albans	G. L. Co.	11, Dec.
Australian Ports via Manila	Kumanom	N. Y. K.	17, Dec.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. desp.
Japan	Pittaroom	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang &c.	Fibodas	J. C. J. L.	Q. desp.
Mexican, Peruvian and Chile	Amoy M.	T. K. K.	3, Dec.
Ports via Japan	Fikini	I. C. J. L.	Q. desp.
Shanghai	W. W.	I. W.	1, Dec.
Singapore, Penang and Calcutta	Kutsang	J. M. Co.	29, Nov.
Jesselton, Kudat and Sandakan	orneo	M. Co.	2, Dec.
Y'ham and Kobe via Shanghai	E. F. Ferind	S. W.	29, Nov.
Singapore, Penang & Calcutta	Kutsang	J. M. Co.	29, Nov.
Kobe	Coblenz	M. & Co.	10, Dec.
Shanghai	Anhui	B. & S.	27, Nov.
Shanghai, Moji, Kobe & Y'ham	Sima	P. & O.	28, Nov.
Shanghai, Y'ham, Kobe & Moji	Ceylon	A. N. Co.	14, Dec.
Manila, Mangarin, Iloilo & Cebu	S. T. Co.	S. T. Co.	3, Dec.
Batavia, Cheribon, Samarang, &c.	Tijlman	J. O. J. L.	Q. desp.
Singapore, Penang and Calcutta	Torilla	D. S. Co.	30, Nov.
Singapore, Penang and Calcutta	Kumsang	J. M. Co.	3, Dec.
Shanghai & Tsingtau	Yingchow	B. & S.	29, Nov.
Shanghai, Kobe & Yokohama	Polynesien	M. M.	1, Dec.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	28, Nov.
Kobe & Yokohama	Hitaichi	N. Y. K.	4, Dec.
Nagasaki, Kobe & Yokohama	fango M.	N. Y. K.	17, Dec.
Shanghai & Tsingtau	Yingchow	B. & S.	29, Nov.
Foochow via Swatow & Amoy	Kaijo Maru	O. S. K.	3, Dec.
Swatow, Amoy & Foochow	Haiyang	D. L.	2, Dec.
Bombay via Singapore Port	Luzon Maru	O. S. K.	6, Dec.
Sham Penang & Colombo	Canton	A. N. Co.	7, Dec.
Shanghai, Y'ham, Kobe & Moji	Luchow	B. & S.	4, Dec.
Shanghai	Daijin Maru	O. S. K.	30, Nov.
Tamau via Swatow & Amoy	Hatching	D. L. Co.	28, Nov.
Swatow, Amoy & Foochow	Loongsang	J. M. Co.	6, Dec.
Manila	Yuensang	J. M. Co.	29, Nov.
Batavia, Cheribon Samarang, &c.	Tijmah	J. O. J. L.	Q. desp.
S'pore, Pang, R'goon & Cootia	Sanuki M.	N. Y. K.	29, Nov.
Sandakan	Hinsang	N. Y. K.	29, Nov.
Kobe	Rangom M.	N. Y. K.	2, Dec.
Tientsin	Cheongshing	J. M. Co.	28, Nov.
Shanghai	Delta	P. & O.	4, Dec.
Shanghai	Tijliwong	J. O. J. L.	Q. desp.
Swatow, Amoy & Foochow	Baltar	D. L. Co.	5, Dec.
Hoihow, Pakhoi and Haiphong	Sungkiang	B. & S.	28, Nov.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.

OFFICE: No. 4 Queen's Building, 3rd Floor. Telephone 1033. [4]

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

HONGKONG, 3rd October, 1913

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

ULDERUP & SCHLUTER,

HONKONG.

REPRESENTATIVES FOR J. & C. C. BOLINDERS, A. B.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels
Nagasaki	Benlarig
Tacoma	Tacoma Maru
Tientsin	Kuoichow
Hoh w	Hongkong
Shanghai	Gregory Apar
	Anhui

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels
Singapore	Prinze's Alice
Shanghai	Sanuki Maru
Singapore	E. F. Ferdinand

CANADIAN MAIL.

The C.P.R.s. EMPRESS OF JAPAN left Vancouver on the 19th November.

The C.P.R.s. EMPRESS OF RUSSIA arrived at Vancouver on the 23rd Nov., between 2 and 4 p.m.

AUSTRALIAN MAIL.

The N. Y. K. s.s. TANCO MARU (Australian Line) left Melbourne for this port via the Port (via Queensland) and is expected here on the 17th December.

The I. G. M. s.s. COBLENZ left Sydney on the 15th instant, at 2 p.m. and may be expected here on or about the 8th December.

The E. and A. s.s. EASTERN left Sydney for this Port (via Queensland) Port Darwin, and Manila) on the 19th instant, and may be expected to arrive here on or about 13th December.

The I. G. M. s.s. PRINZ SIGISMUND which left here on the 1st inst. at 9 a.m. arrived at Sydney on the 24th November, at 1 p.m.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 29th of October left Singapore on the 22nd inst., at 11 p.m. and may be expected here on or about the 27th inst., at 8 a.m.

AMERICAN MAIL.

The s.s. KOREA sailed from Yokohama for Hongkong, via Manila, on the 16th inst., at noon. The mails have been transferred to the s.s. EMPRESS OF ASIA which arrived here on the 24th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th ult., and is expected here on the 3rd December.

The Ben Line s.s. BENLIDI from Leith, Middlesbrough, and London, left Singapore for this Port, on 30th inst., and may be expected to arrive here on or about 5th proximo.

The S.L. s.s. MONADNOCK from Seattle is due at Hongkong on the 30th November.

The S. L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 18th December.

The American and Manchurian Line s.s. KANDAHAR left New York on the 25th October and is due here on or about 15th December.

The American and Manchurian Line s.s. KALIE left Colombo on the 18th inst., and is due here on the 30th inst.

The N. Y. K. s.s. SADO MARU (American Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The N. Y. K. s.s. RANGOON MARU (Bombay Line) left Bombay for this port via Singapore on the 13th inst., and is expected here on the 1st December.

The N. Y. K. s.s. TOTTORI MARU (European Line) left London for this port via ports on the 19th Oct., and is expected here on the 30th November.

The N. Y. K. s.s. MIYAZAKI MARU (European Line) left London for this port via ports on the 8th inst., and is expected here on the 17th December.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 18th inst., and is expected here on the 21st December.

The N. Y. K. s.s. SANUKI MARU (European Line) left Kobe for this port via Shanghai on the 20th inst., and is expected here on the 27th inst.

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Yokohama for this port via ports on the 19th inst., and is expected here on the 28th inst.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Yokohama for this port via ports on the 19th inst., and is expected here on the 28th inst.

The N. Y. K. s.s. HITACHI MARU (European Line) left Colombo for this port via Singapore on the 20th inst., and is expected here on the 3rd December.

The N. Y. K. s.s. KAWACHI MARU (Bombay Line) left Bombay for this port via Singapore on the 18th inst., and is expected here on the 5th December.

The N. Y. K. s.s. TOSA MARU (Calcutta Line) left Calcutta for this port via ports on the 18th inst., and is expected here on the 7th December.

The P. & O. s.s. CANDIA left Singapore for this Port on the 22nd inst., at 7 a.m., and is due here on the 23rd inst., at about 6 a.m.

The P. & O. s.s. SIMLA left Singapore for this Port on the 23rd inst., at 1.30 p.m., and is due here on the 23rd inst., at about 5 a.m.

The s.s. GLENSTRAE left Singapore on the 22nd inst., and is due here on the 23rd inst., at about 5 a.m.

The A. L. s.s. E. F. FERDINAND left Singapore for this port on the 21st November, and will arrive here on the 27th November.

The Swedish East Asiatic Co.'s s.s. CEYLON left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The s.s. DUNERA from Calcutta, left Singapore on the 22nd November, and may be expected here on or about the 28th November, a.m.

The Swedish East Asiatic Co. s.s. CANTON left Sabang on the 22nd of November, and is expected to arrive here on the 2nd December.

The s.s. DUNERA from Calcutta left Singapore on the 22nd inst., and may be expected here on or about the 28th inst., a.m.

The H. A. L. s.s. UCKERMARK left Shanghai on the 24th inst. p.m. and may be expected here on or about the 28th inst., a.m.

VESSELS IN PORT.

Steamers.

Moshima Maru, Jap. s.s. 6,846, M. Yagi, 17th inst.,—Japan 14th inst.	Den of Airle, Br. s.s. 2,400, 24th inst.,—London 17th inst.
Sea products—N.Y.K.	Prins J. M. and Co.
Kutsang, Br. s.s. 4,850, R. C. D. Bradley, 18th inst.,—Moji 12th inst.	Prins J. M. and Co.
Gen.—J. M. and Co.	Mundt, 25th inst.,—Yokohama 15th inst.,—Gen.—M. and Co.
Hakuto Maru, Jap. s.s. 2,620, K. Chiba, 19th inst.,—Kobe 17th inst.	Benlarig, Br. s.s. 2,510, A. Wallace, 25th inst.,—Singapore 15th inst.
Gen.—D. and Co.	Haiman, British, 641, J. W. Evans 25th inst.,—Seattle 24th inst.
Devawongse, Br. s.s. 1,047, O. W. Shearer, 20th inst.,—Saigon 14th inst.	Gen.—D. L. and Co.
Gen.—A. Bunc.	Yuen Sang, Br. s.s. 1,128, Jarratt, 25th inst.,—Manila, 22nd inst., Gen.—J. M. and Co.
Tacoma Maru, Jap. s.s. 3,330, J. Hamada, 20th inst.,—Manila 17th inst.	Nubia, 5,907, F. J. Fox, 25th inst.,—Saidama, 11th inst., Gen.—P. & O.
Flour and M'de—O.S.K.	Hongchow, Br. s.s. 999, G. Waka, 24th inst.,—Hoo-Koh-Bar, 19th inst.,—Sait—B. & S.
Mausang Br. s.s. 1,416, G. H. Alecock 20th inst.,—Sandakan 13th inst.	
Gen.—J. M. and Co.	
Benmor, Br. s.s. 3,136, J. W. Sorechet, 21st inst.,—Milke 18th inst.	
Coal—G. L. and Co.	

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Next sailings from Hongkong:

OUTWARD:

For Shanghai, Kobe & Yokohama:

Sithonia	28th Nov.	O.J.D. Ahlers	9th Jan.
Emden	5th Dec.	Saxonia	11th Jan.
Silesia	18th Dec.	Spezia	28th Jan.
Preussen	27th Dec.	Scandia	9th Feb.

HOMEWARD.

For V'v'er, S'tle and O.T. & P. (Or.)	For Havre, Emden & Hamburg
Sithonia 30th Nov.	Istria 30th Dec.
For R'dam, Emden & Hamburg;	For Marseilles, R'dam & H'burg
Sambila 2nd Dec.	Furst Bulow 27th Dec.
For Havre Bremen & H'burg;	For Havre, Bremen & H'burg;
Segovia 2nd Dec.	Allmark 28th Dec.
For Marseilles, Havre & H'burg;	For Marseilles & H'burg
Uckermark 4th Dec.	C. Ferd. Laelsz 2nd Jan.
For Marseilles, Bremen & H'burg;	For R'dam, H'burg & Antwerp
Westphalia 6th Dec.	Goldenfels 9th Jan.
For R'dam Hamburg & Antwerp;	
Brasilia 15th Dec.	

